

第 八 千 三 百 五 十 三 號 光 緒 十 八 年 八 月 十 一 日 星 期 一 一 千 九 百 零 二 年 九 月 二 十 九 號 第 一 頁 每 月 租 銀 二 元 [PRICE \$2. PER MONTH]

INTERACTIONS

SINGAPORE; HAVRE,
BURG VIA SUEZ CAN

"LYDIA." will be despatched
 N. Thursday, the 29th instant,
 Port. TO-DAY, the 29th instant.
 Freight or Passage, apply to
 SIEMSEN & Co.,
 Agents.
 29th September, 1884. [182]

THE STEAMSHIP COMPANY,
 LIMITED.

SWATOW, AMOY, AND
 TAIWANFOO.
 Company's Steamship

"NAMO." will be despatched for "tao
 TO-DAY, the 29th instant, at
 of as previously advertised.
 Freight or Passage, apply to

DOUGLAS LA PRATK & Co.
General Managers.
S. 27th September, 1884. [1815
R. MANILA via AMOY.
Steamer

"EMUY"
passengers will be despatched for the
TO-MORROW, the 29th instant,
Ticket or Passage, apply to
R. MANILA via AMOY.
S. 27th September, 1884. [1815
S. S. STEAMSHIP COMPANY.
LIMITED.
TOW, AMOY, and POOCHOW.
Company's Steamship

"DOUGLAS."
passengers will be despatched for the above
WEDNESDAY, the 1st October,
Ticket or Passage, apply to
DOUGLAS LA PRATK & Co.
S. 27th September, 1884. [1815

HAYRE AND HAMBURG.
 3 L 11 German Bark
 "JOHANNA,"
 Master, will load here for the above.
 will have quick despatch.
 Light, apply to
CARLOWITZ & Co.
 ag, 27th September, 1881. [1816
LONDON AND HAMBURG.
 3 L 11 German Ship

"MARTE"
 Master, will lead here for the above
 will have quick despatch.
 Right, apply to
 CARLOWITZ & Co.
 ng. 27th September, 1884. [1817.
 THE
 HONG & CHINA TRAMWAYS
 COMPANY, LIMITED.
 CAPITAL 500,000 DOLLARS,
 SHARES OF \$50 EACH, \$5 PAYABLE

ATION, \$10 ON ALLOTMENT, AND
PAID BY CALLS AS REQUIRED.

SPECIAL COMMITTEE:

—W. KESWICK (Chairman).
—HON. T. JACKSON.
—HON. F. D. SASSOON.
—P. CHATER, Esq.
—J. DANNY, Esq.
—H. FORBES, Esq.
—K. HUGHES, Esq.
—B. JOHNSON, Esq.
—A. MOSELY, Esq.

WOTTON, ESQ.
BANKERS:
ONGKONG AND SHANGHAI
BANKING CORPORATION.
ENGINEERS:
DANBY, ESQ., M. INST. C.E.
SIGH, ESQ., ASSOC. M. INST. C.E.
SOLICITORS:
BRERETON, WOTTON, AND
DEACON.

TEMPORARY OFFICERS:
MAYA CENTRAL, HONGKONG.

BRIDGED PROSPECTUS.
The company has been formed for the pur-
suing, constructing, equipping, and working
of Low Level Steam Tramways in the
Victoria, Hongkong. Two Special
Orders (Nos. 6 and 18 of 1883) have been
passed by the Legislative Council and the
Government authorizing the construction and
working of the same.

It is very favourably viewed for Tram-

The main thorough-
the East to the West ends, along which
ways will be laid, and the immense in-
traffic.

Ramways will be constructed in the best
substantial manner, and with all the
improvements, with steel girder rails, bod-
mereto, but no wood or other perishable
will be used.

Ramways are intended to be worked by
traction, such being much more econo-
mical, and under more effective
control than power of steam engine tra-

gines will be constructed according to the provisions of Trade regulations and will in no manner, being almost noiseless, and no machinery, smoke, or steam visible. All communities participate from the relatively few miles of the projected Transmancha, with other numerous advantages connected with the undertaking, that the dividend will be satisfactory.

There is no agreement or contract in existence between the Government and the company.

and Estimates may be seen at the
the full Prospectus and Forms of
for Shares and every other informa-
be obtained from
THE SECRETARY AND ENGINEERS,
No. 13, PRAYA CENTRAL,
HONGKONG.
Applications for Shares will be received until
September. 1480
KONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.
CONTRIBUTING SHAREHOLDERS
are requested to send in a Statement of
contributed during the Half-Year
ending 30th June, 1884, on or before the 30th
of next, on which date the Accounts
will be closed.
The Chairman of the Board of Directors,
D. GILLIES,
Secretary.
19th August, 1884. [552]
MILK, BROMBERG & CO. WOLM

VEGETABLE SWEETMEAT both in
taste and taste, furnishing a most appro-
priate method of administering the only certain
remedy for **INTESTINAL or THREAD WORMS**.
Perfectly soft and mild preparation, and is
adapted for Children. Sold in Boute-
lles and Boxes. [1855]

NOTICE.

A. S. WATSON & CO.
FAMILY AND DISPENSARY
CHEMISTS.

By Appointment to His Excellency the Governor and His Royal Highness the Duke of Edinburgh.
WHOLESALE AND RETAIL DRUGGISTS.
PATENT MEDICINE VENDORS.
DRUGGISTS' SUPPLIERS.
And
ERATED WATER MAKERS.

SHIPS' MEDICINE CHESTS REFITTED.
PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all orders for communications be addressed to the Firm, A. S. Watson & Co., or
HONGKONG DISPENSARY, 123

NOTICES TO CORRESPONDENTS.
Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.
Correspondents are requested to forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until discontinued.
Orders for extra copies of the Daily Press should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

On the 28th September, at 5.30 p.m. Madame J. ULMAN, of 11, Wyndham Street, London, 1884.
On the 28th September, at St. John's Cathedral, by the Rev. W. Jennings, Colonial Chaplain, John, eldest son of John Bell-Bray, Esq., of White Hill, Dunfermline, to Isabella, daughter of Henry Thornton, Esq., of Westmoreland Park, London, and niece of Hon. W. H. Murray, C.M.G., Colonial Secretary, Hong Kong, 1884.

The Daily Press.

HONGKONG, SEPTEMBER 29TH 1884.

"It is true," writes Mr. W. T. K. of Foochow, in Saturday's issue of the Daily Press, when referring to the hostilities between France and China. The question can hardly be answered offhand. On the French side it is difficult to say; they argue that they have only taken reprisals for the attack upon French troops at Lungsoo, and they have not declared war. Some doubt exists in many minds as to whether the French have overstepped the bounds of international law in the operations they have carried out against China, but we have not been able to coincide in that belief. It may be some satisfaction to doubters, however, to quote the opinion of an eminent authority on the subject. In his valuable "Manual of International Law," Mr. Fenwick, the Netherlands Minister to China, has a chapter on the "condition between peace and war"—a condition now existing between France and China. In this chapter Mr. Fenwick cites the following measures as acts of reprisal, short of war, which may be sanctioned in the present state of international law:—

- 1st.—Seizure of the operation of treaties when they are in violation of the obligations of the contracting parties.
- 2nd.—Embargo on ships in port belonging to the offending State to be kept in requisition pending the crisis.
- 3rd.—Seizure, taking possession of, or occupying the territory of the offending State.
- 4th.—Pacific blockade.
- 5th.—Seizure and confiscation of public vessels and other public property of the offending State.
- 6th.—Bombardment of military works or public establishments of the State.

It will be seen that France has not gone beyond the acts of reprisal sanctioned; she has not attacked or destroyed the property of private persons, unless the pitching overboard of the guns of a trading junk just outside Hongkong harbour by the *Atalanta* is excepted, and that would seem to have been a mistake, which we trust will not be repeated. Nor has France attempted a blockade of the Chinese ports. For this forbearance the Chinese have to thank their commercial intercourse with foreign nations. This measure of constraint may be and has been applied in time of peace, but it is not by any means, Mr. Fenwick tells us, an undisputed principle of international law. Wooster says: "Uninterrupted commercial intercourse in time of peace is regarded almost as an absolute right, and the injuries inflicted in such a way on friendly States would cause third Powers to protest with energy or to retaliate." Referring to the attention by France of the employment of this weapon of coercion, the Dutch Minister goes on to remark: "It was probably to respect the above mentioned right of third Powers to uninterrupted commercial intercourse, that France, when applying measures of constraint on China, in her recent disputes with regard to Tonquin, limited herself to the bombardment of forts and arsenals and the engagement of Chinese war vessels. Bombardment of military works or public establishments of a State and attacking vessels of war, seem to have become now the only acts of reprisal short of war which stand the test of change of being looked on by third Powers without protest."

As we have all along maintained, the onus of declaring war rests upon China, and this opinion is emphatically borne out by the following passage from Mr. Fenwick's work above quoted. Alluding to the taking of reprisals, he says:—"Though being, in fact, acts of war, these measures of constraint do not always constitute a *casus belli*, as the intention is not to make a direct war against the other State, but merely to place the latter on the horns of a dilemma, viz., either to make good the wrong done by injury or neglect, or to take the chances of open warfare, so that it devolves in such a case on the State towards which the measures of constraint are directed to determine whether it will regard them as constituting any *casus belli* or not. If the State affected regards the stress or constraint put upon it as a challenge, and proceeds to declare war, the state of war and its legal consequences may be regarded to have been begun from the time when the measure, which is declared to be a *casus belli*, took effect. If, however, the constrained State, for exceptional reasons, does not regard the acts committed as necessarily entailing war, the aggrieved State is bound to content itself with the special measures of constraint, when these are reasonably

calculated to afford sufficient material guarantee, until the whole question can be settled by amicable arbitration or arbitration." Now there is little doubt that the Chinese Government do consider the bombardment of the Mamo Arsenal and the destruction of the Foochow Squadron a *casus belli*, but they have not yet, for some insupportable reason, formally declared war. The Imperial Edict of the 27th August last, though stating that war had been reluctantly declared against France, was not preceded by a formal declaration, or the Foreign Ministers at Peking would have been notified of the fact. It is evident that a *casus belli* still exists, and the Peking Government evince extraordinary reluctance to put an end to this state of things. Does this arise out of their proverbial procrastination, or is it an indication that the mandarins secretly still cherish hopes of an amicable settlement of the questions at issue with France? It would afford us most satisfaction to believe the latter.

In the recent cases in which host people have been prosecuted for refusing to work for French men-of-war or merchant ships, the accused are really to be pitied. They are in a most unfortunate position, having to make the choice of two evils. It is very questionable whether they are actuated so much by patriotic feeling, in refusing to work for Frenchmen, as by fear. Most of them have property or friends or relatives on the mainland, and the authorities there, as they know too well, have the power of putting the screw on terribly through those means. A proclamation recently issued by the Governor and Governor of Canton refers to Chinese traitors in Hongkong and Macao, warning ship carpenters not to assist in repairing French vessels, and Chinese generally not to accept service under the French, and says "it has been decided to search for and punish the relations of the traitors for punishment according to law." The Chinese authorities have by various means beneath the surface a considerable power of wire pulling, which they use upon occasion. In refusing to incur risk of the cruel punishment the Chinese officials at Canton could inflict if they took such work, and incurring in preference the penalties imposed by British law, doubtless the workmen and coolies here consider they are choosing the lesser of the two evils, and probably they are not far from right.

The Portuguese corvette *Dona Eleonora*, Captain F. de Costa Cabral, left here on Saturday for Macao.

The Dutch steamer *Compta* left the Kowloon docks, and the steamer *Kaitan* the Cosmo-politan dock yesterday.

The Ocean Steamship Co.'s steamer *Ulysses*, from London, left Singapore on Friday for this port and Shanghai.

The Pacific Mail S.S. Co.'s steamer *City of Tokio*, with American mails, left San Francisco on the 19th instant for Yokohama and this port.

The *Minomaru*, a steamer lately built in England for the Kaitan, left Yokohama on the 19th instant, and is expected to arrive here on the 29th instant.

The Agents (Messrs. Butterfield & Swire) inform us that the O. S. S. Co.'s steamer *Prize*, from Liverpool, left Singapore on Saturday for this port.

We would remind our readers that to-day will be the last day for receiving applications for shares in the Hongkong and China Tramway Company.

Now regulations for the exchange of money notes and postal notes are published in the Gazette. Pressure on our space precludes our reproducing them to-day.

The General Managers (Messrs. Jardine, Matheson & Co.) inform us that the Indo-China S. N. Co.'s steamer *Wingang* from Calcutta, left Singapore for this port on Saturday.

A Japanese vernacular paper states that an American firm in Yokohama has purchased, and sent as samples, 500 China, a number of broadcloths, and silk manufactured in Japan.

The Messageries Maritimes steamer *Spheer*, with the next fortnight's French and Australian mails, left Singapore for this port, on the 29th instant.

The Japan Gazette informs its readers that the officers belonging to the Russian man-of-war *Albatross* that the vessel captured and sent to Vladivostok for illegal trading in American goods, has been sent to the United States, and that the vessel is to be sent to the United States.

A correspondent in Fusan, Corea, writing to the Japan Gazette, says the Japanese are allowed to recruit men of color for the purpose of fighting at the capital. This, he remarks, is a great advantage to students of the language, who will be enabled to obtain a thorough knowledge of the colloquial—*Gazette*.

The *Amoy Gazette* regrets to state that Mr. Henry G. Fry, late chief officer of the British steamship *Admiral*, Captain A. A. Smith, was killed by the captain firing off his revolver during the collision between the *Mary Stewart*, H. B. Stewart, and *Assens* on the 23rd inst., died on the 24th instant in the General's Hospital, Kailuogoo.

M. Lemaire, French Resident-General at the Court of Huế, with Madame Lemaire, left here on the 28th inst., accompanied by the vessel *Pluvier* for Hanoi, and will proceed from there to Huế after a short visit to General Briere de l'Isle, Commander-in-Chief of the French forces in Tonquin.

The American barque *Wildwood*, Captain Sawyer, from Hongkong for Victoria B.C., 22 days out, called at Hakodadi for provisions on the 18th inst., and having experienced unmetted weather throughout the passage. On the 19th inst. she was overtaken by a typhoon, during which large quantities of water were shipped, and everything movable washed off the deck, but owing to the vessel being in lighter trim than usual no material damage was sustained.

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The following appears in a telegram in the *Shanghai Morning News*, dated 28th September, 9.35 a.m. The report is that Admiral Courbet intends "barging" Tonkin—Is this a *Mercury* goal?

The *N. C. Daily News* says that French officials, who are heads of departments in the Customs Service, have been granted three months' leave with full pay, on condition, we believe, that they leave the country during that period.

The Japanese steamer *Sagami Maru*, which arrived here yesterday afternoon from London and Singapore, was placed in quarantine on arrival. She is one of the new steamers now being sent out for the Kaitan by the Japanese Government.

The *Courier* learns that Mr. E. L. Chung-tang has already sailed for Hongkong to meet the route for a railway from Peking to Tsing-tung on the Yangtze. The line of railway will probably follow the route taken by the Chinese telegraph.

At Ningpo on the 17th instant, during an experiment of firing ground mines, an accident occurred through premature firing, resulting in the death of a French soldier, and another soldier had his right arm blown off, and an ugly blow made in his stomach, so that he lived but a few minutes after the accident.

Among the wedding presents were the following:—
A diamond brooch, Mr. and Mrs. G. McKee.
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Arrangements have been made for guarding the arrival of the English mails from Kowloon Police Station, and the police are expected to arrive on the 29th inst. The signals will be as follows:—By night, a gun and a red light at each yard arm; the lights will be kept burning half-an-hour. In foggy weather when the Police are absent, the signals will be as follows:—By day, a gun and a red light at each yard arm; the lights will be kept burning half-an-hour. In foggy weather when the Police are absent, the signals will be as follows:—By day, a gun and a red light at each yard arm; the lights will be kept burning half-an-hour.

The *Excellency* Charles de Groot, Minister Plenipotentiary and Extraordinary for Belgium to Japan, expired suddenly at his residence at Yokohama at 5 p.m. on the 16th September. The funeral took place on the 18th inst. at the residence of the Hon. John Bingham, and was attended by a large number of the diplomatic corps, and the Japanese officials, and the band of the Hon. John Bingham, and was attended by a large number of the diplomatic corps, and the Japanese officials, and the band of the Hon. John Bingham.

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was escorted by Mr. B. Lyton, Mr. C. D. Bottanley, and Mr. J. J. Bell-Bray. The ceremony was impressively performed by the Colonial Chaplain, Rev. W. Jennings, the bride being given away by her mother. The Cathedral, erected by the Government, was beautifully decorated with flags and bunting. At the conclusion of the ceremony the triumphant strains of the Wedding March were played from the organ by Mr. C. E. A. Sargator to the accompaniment of a joyous peal of bells.

The wedding party adjourned from the Cathedral to Mr. Marshall's house in Gable Road, where the health of the bride and bridegroom, and the other nuptial duties were joyfully performed. Among the guests were present Mr. E. Major-General Sargator and Mrs. Sargator; Sir George Phipps, Chief Justice; Mr. T. Jackson and Mrs. Jackson, Rev. W. Jennings and Mrs. Jennings, Colonel and Mrs. Graves, Colonel and Mrs. Hobson, Captain and Mrs. Lyall, the French Consul and Madame de la Roche, Mr. de la Roche, Japanese Consul; Right Rev. Bishop Burdon, Hon. F. Stewart, LL.D.; Mr. Justice Russell, Hon. W. Keewick, Hon. E. O'Malley, Attorney-General, Captain Lewis, Mr. Major-General Sargator, Mr. Major-General Sargator, Mr. Major-General Sargator, Mr. Major-General Sargator, Mr. Major-General Sargator, Mr. Major-General Sargator, Mr. Major-General Sargator, Mr. Major-General Sargator, Mr. Major-General Sargator, Mr. Major-General Sargator.

The happy pair afterwards proceeded to Douglas Castle (which had been placed at their disposal by Mr. Bottanley) to spend the honeymoon.

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Wilson made the best attempt of the lot at the time. He had a fair start, and did the whole length of the bath, and then, turning round, came back for about ten yards. He made pretty rapid progress for his first attempt, and was only a few seconds under 30 seconds. Goodell was only under 27 seconds, and really covered more distance, but unfortunately he did not keep a straight course. When he had nearly completed a length he came up against the side of the bath, and then he turned back, and simply swam straight across the bath to the other side, where he came up near the steps at the entrance. Arthur kept a straight course, and came within a few feet of the end, having under water 41 seconds. Shepherd and Williams made but a poor show. At Goodell's second attempt he was only under water 27 seconds, and was still a little short of the end. He was only a few seconds under 30 seconds. 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